

**Maryjane Kenney**

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**From:** William Mullin  
**Sent:** Monday, March 12, 2007 3:48 PM  
**To:** Board of Selectmen  
**Subject:** Hayward/Main Street Traffic Signal

Hello Walter,

I wanted to thank you for meeting me with respect to the proposal to fund the Hayward/Main traffic signal. I greatly appreciate your listening to the concerns of one citizen on this issue. With your permission, I am sharing some thoughts with the BOS, prior to the meeting this evening.

I am generally strongly opposed to traffic signals and see them as a true last resort. I am specifically opposed to this traffic signal, the first one in Acton in a residential neighborhood, as, I believe, there will be many unintended, unanalyzed outcomes.

Here is my view:

- I want to create a win/win outcome.
- I am not sure that the signal is a horrible idea, but I am sure that there has not been enough vetting of the light to make sure.
- I know that the neighborhoods of Hayward, Coughlin/Taylor and Patriots' Hill are fundamentally unaware that this train is leaving the station.
- Town insiders may criticize people by saying that it has "been on the list", but if something sits on the list for a very long time, people don't focus on it until it is not on the list.
- If we were to inform these neighborhoods that this signal will be proceeding, I think that there would be very strong neighborhood opposition, sufficient to defeat it overwhelmingly at Town Meeting.
- I find very substantial flaws and lack of completion with the 2001 VHB study, some of which are listed below:
  - VHB recommends SIX (!!!) full signals between Acton Medical and Nagog Hill. This is the "Rte 9-ization" of our central spine road.
  - The data is 7 years old now, and will be 9 years old when the light is constructed.
  - There are no (none, zero) neighborhood impact statements.
  - There are no descriptions or analysis of queue mechanics at peak times.
  - The intersection that will be most affected after the primary intersection is Musket and Main. For some reason, no data was collected at this intersection.
  - It is often bandied about that the Hayward intersection is the most dangerous. Not so, according to the VHB study. There are two others that are equal or more dangerous.

Bottom line: I think we need to go slower on this and make sure that we have full neighborhood analysis and, hopefully endorsement of the proposal. Now, I know someone will say, well we had 4 community meetings in 2001 on this. Please. The title of the VHB study was a Rte 27 Corridor Study. No one, other than insiders, will point to this as "neighborhood impact outreach."

I am very pleased Walter that you are willing to help out on this. I believe that we concluded the following, (but, I remind everyone that these words are my summation, and not Walter's): The proposal should be slowed down to be 1) a traffic update, including prior excluded intersections such as Musket/Main and Jefferson/Hayward and 2) a neighborhood impact analysis on the three neighborhoods I listed above. Also, and we did not talk about this, but I believe that no design moneys should be voted on by Town Meeting until this first step is completed. This is

very important to gain neighborhood support.

So, just to be crystal clear: I will support the proposal if the amount is reduced to cover the scope described in the prior paragraph (traffic update, neighborhood impact). Else, I will not be able to support it and will need to make sure that the affected neighborhoods fully understand the risks in this proposal.

If we just take it a bit slower and more methodically, I think we can come up with an optimal solution.

As always, thanks for all you do.

Sincerely,

Bill